Both in the Amalsad Sizing Machine and the new machine now constructed the yarn from the sizing machine converges to the beamer to such a narrow width as will produce unequal strain in the different ends. This also leads to the breaking of the yarn and this factor for the breakage of the threads will be entirely cut off if the beamer winds up the yarn sheet to the same width as that obtaining over the sizing machine.

These main ideas as well as other smaller details have been found by me after carefully studying the merits and demerits of some of the hand and power-driven machines and also the working of the street sizers.

The machine now completed will only mark just a step forward but is by no means as satisfactory as it ought to be. So long as a hand-driven sizing machine would require no piecing and so long as the drying would be as quick and effective as a power sizing machine, then alone can we say that a suitable handsizing machine has been evolved. In the next few months my attention would be devoted to discover the possibility of evolving such a machine and it is not prudent to cut off from this direction at the present moment and devote to some other weaving appliance with greater concentration. A sizing machine thus evolved would answer the purpose of a moderate sized weaving factory or would be a useful means for distributing warps to a number of handloom weavers who cannot economically take to handsizing.

With regard to individual weavers or weaver families a small sizing equipment capable of handling ten to twenty ends should be devised so that small warp lengths can be easily and quickly sized for small scale weavers working with humble resources. Mr. Radhakrishna Chetti of Kuppam told me that he had come across an intelligent young man who has been successfully experimenting with a small outfit for sizing about ten ends and I propose to see what this man has achieved to enable me to devise a small sizing equipment for individual weavers.

C. S. Ramachandran,
Research Engineer.

Appendix XIX.

[Vide answer to question No. 340 asked by Mr. K. P. V. S. Muhammad Meera Ravuttar at the meeting of the Legislative Council held on the 30th October 1931, page 94 supra.]

Name of district.	Number of cars at the end of 1930.	Number of taxis at the end of 1930.	Number of buses at the end of 1930.
Madras City	5,500	157	510
Anantapur	25	4	77
North Arcot	119	15	193
South Arcot	143	14	157
Bellary	116	5	75
Chingleput	241	...	247

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Name of district.	Number of cars at the end of 1930.	Number of taxis at the end of 1930.	Number of buses at the end of 1930.
Chittoor	89	5	104
Coimbatore	604	45	564
Cuddapah	38	...	53
Ganjam	176	18	77
East Godavari	683	30	294
West Godavari	155	88	59
Guntur	169	...	108
South Kanara	247	96	215
Kistna	310	80	230
Kurnool	42	7	120
Madura	605	17	427
Malabar	398	33	534
Nellore	136	13	120
The Nilgiris	447	50	62
Ramnad	1,246	92	255
Salem	584	5	291
Tanjore	260	273	237
Tinnevelly	242	27	318
Trichinopoly	180	66	190
Vizagapatam	411	24	210
	13,156	1,164	5,727

APPENDIX XX.

[Vide answer to question No. 342 asked by Mr. C. Satyanarayana Choudari at the meeting of the Legislative Council held on the 30th October 1931, page 95 supra.]

Import of rice from foreign countries into this Presidency from 1st March to 31st July 1931.

Ceylon	12 Cwt.
Straits Settlements	32 Tons.
Indo-China	5,657 ,,